

RPZ Consultation 2022 Amendment Report for Formal TRO Consultation St John's Road, St Michael's Road and Hungerford Road area

(Kingsmead Ward, Bath)

An area which originally included part of Locksbrook Road, Audley Grove, Hungerford Road, Edward Street, Audley Avenue, St Michaels Road, St Johns Road, and Windsor Castle

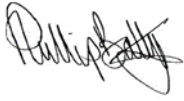
Bath and North East Somerset Council

11th August 2022

Quality information

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Revision History

Revision	Revision date	Details	Authorized	Name	Position
R1	09/09/2022	For publication			
R2	21/09/2022	For publication			
R3	22/09/2022	For publication			

Distribution List

# Hard Copies	PDF Required	Association / Company Name

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1. Introduction

1.1 Purpose of Report

Bath & North East Somerset Council has received requests to introduce a new Residents' Parking Zone (RPZ) within the area around the St John's Road, St Michael's Road and Hungerford Road area (Kingsmead Ward), which is being proposed with the support of local ward councillors.

The proposal aims to prioritise on-street parking for residents and provide adequate and accessible parking for residents and visitors to access social hubs within the area, such as shops, pubs, schools, parks, places of worship, and local charities.

RPZs aim to discourage parking by non-residents who may currently park in the area before heading into the city or nearby places of work. By limiting non-residential parking, commuters are instead encouraged to use public transport, including the city's park and ride facilities, or to walk or cycle their journey.

RPZs can also help to alleviate parking difficulties for residents where the parking in neighbouring residential areas may already be limited, restricted, or charged-for. Additional benefits are more orderly parking and fewer vehicles driving around looking for parking, resulting in improved road safety, better air quality and less noise and congestion.

The initial proposal was produced as a draft to be shared with the public during an initial informal consultation. This took place between the 5th May to 2nd June (5pm).

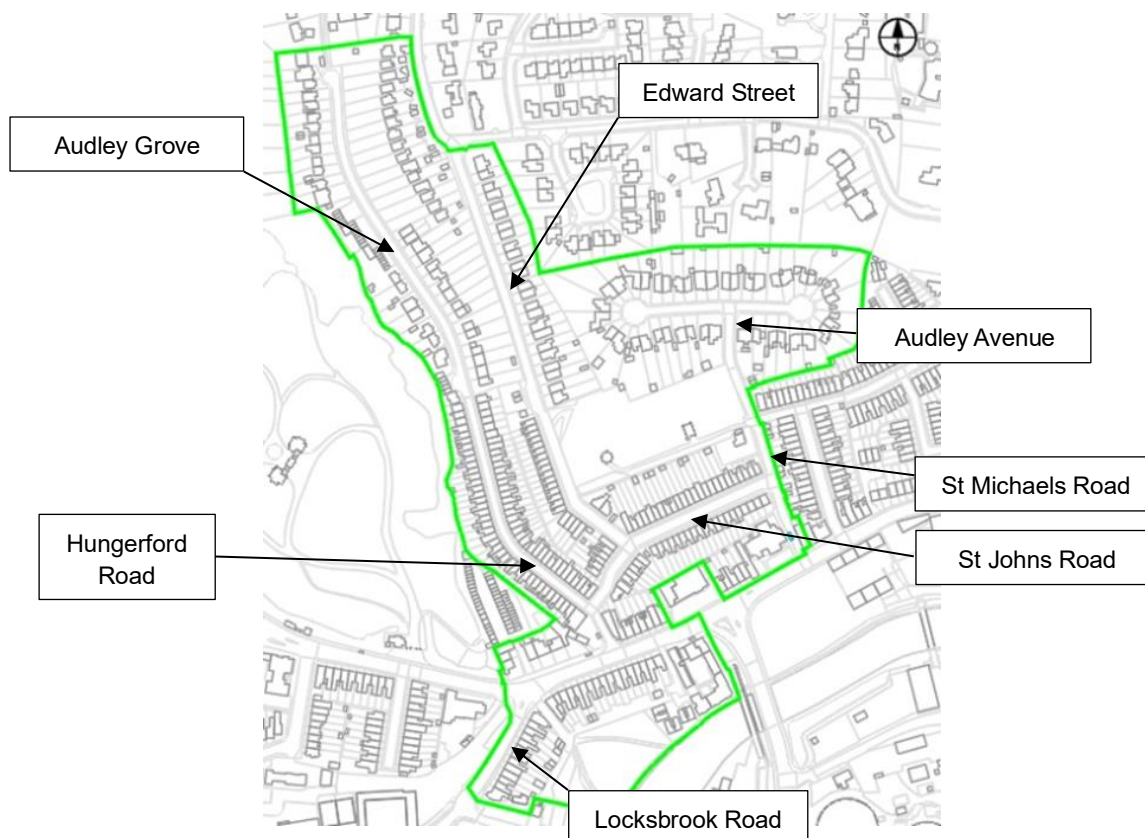
A virtual online event on 23 May 2022 from 12pm to 1pm, and an in-person event on 20 May 2022 from 4pm to 8pm at Weston Methodist Church, were held to provide further information and enable consultees to talk to an advisor, view the proposal plans, ask questions, and submit a questionnaire.

After reviewing the feedback from the informal, initial exercise - and following discussions with the local Ward Councillors - we have revised the design and the amendments are detailed within this report.

1.2 Original Study Area

The primarily residential area is located west of Bath City Centre and north of the River Avon. The original, proposed RPZ boundary, as presented in the original consultation in May, can be seen as a green border shown in Figure 1 below.

Figure 1: Zone Boundary Plan



1.3 Consultation outcome

A summary of the responses to the initial consultation can be found in Figure 2 below. While overall support for the original scheme was low at 45%, analysis of the responses suggests that on certain streets (where there is less off-street parking available) support is generally higher. It is the opinion of the local ward councillors that the proposals should be amended and that the revised scheme presented for formal consultation should only cover Hungerford Road, St John's Road, Locksbrook Road, part of St Michael's Road, and Edward Street as far as the changeover from terraced to semidetached properties (which have more off-street parking).

Table 1: Summary of responses to consultation

	All respondents		Live in Parking Zone		Live outside Parking Zone	
	N	%	N	%	N	%
Support	46	26	40	32	6	12
Partially support	33	19	19	15	14	27
Object	98	55	67	53	31	60
No feeling	1	1	0	0	1	2

It is the opinion of the local ward councillors' that support exists for an RPZ which covers Hungerford Road and St Johns Road.

Further analysis of the responses from Edward Street has shown that those properties with no off-street parking were more likely to be supportive of the scheme when compared to properties with access to off-street parking. Properties number 1 through to 22 are terraced properties. Properties number 23 through to 46 are semidetached with driveways.

From further analysis we have separated the responses into these two defined housing types.

There were a total of 12 responses from the 22 terraced properties. 4 support, 3 partially support and 5 object. From the semidetached properties there were significantly more objectors. Seventeen responses in total, 3 support, 1 partially support, and 13 object.

As such, it is fair to suggest that there is some support for the scheme from residents of the terraced properties (7-5 in favour), more so than from the semidetached properties (13-4 against) and this provides sufficient justification for including the section of Edward Street up to the point at which the housing type changes.

There were only two responses received from properties on Locksbrook Road, one support and one partially support. A single response was also received from Locksbrook Place which was also partially supportive. The responses from those properties on Locksbrook Road and Locksbrook Place suggest support for the scheme and, as such, Locksbrook Road remains within the zone. There are only 13 properties on Locksbrook Road and no specific objections were received.

It is the opinion of the local Ward Councillors' that the proposals should be amended and progressed to formal consultation, on the basis that the scheme only covers Hungerford Road, St John's Road, Locksbrook Road, part of St Michael's Road, and Edward Street as far as the changeover between terraced properties and semidetached.

While the revised scheme is likely to effect neighbouring streets (through migration of and displacement of identified parking issues) there was insufficient support shown from residents in these streets to justify inclusion in the revised proposal.

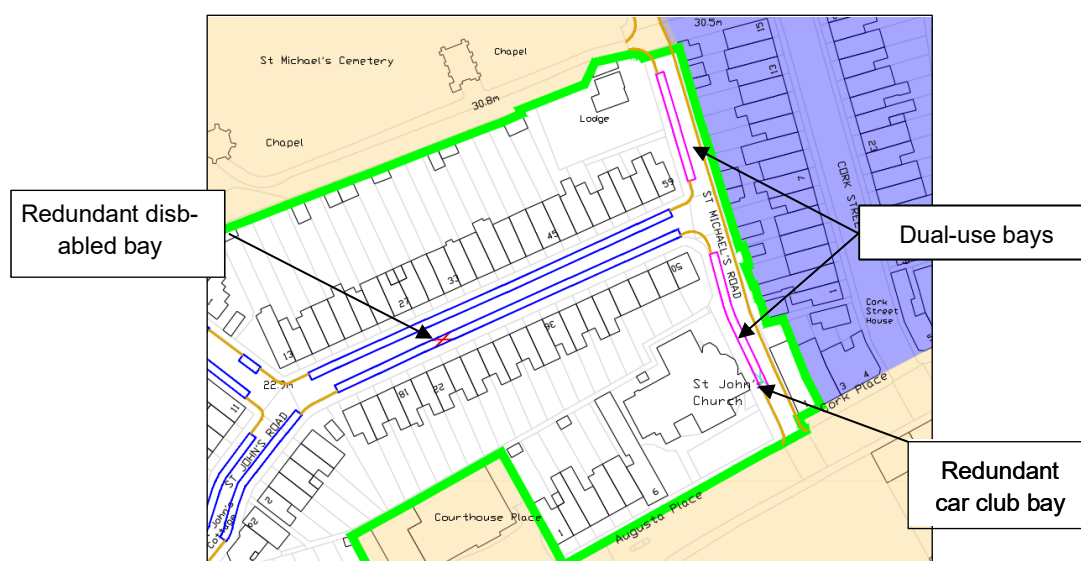
A number of respondents to the initial consultation suggested that some amendments to the proposals be made, and these are outlined in section 1.4.

1.4 Amendments to be made to the proposals

Below is a list of the amendments requested by residents and/or ward councillors to be made to the original proposal:

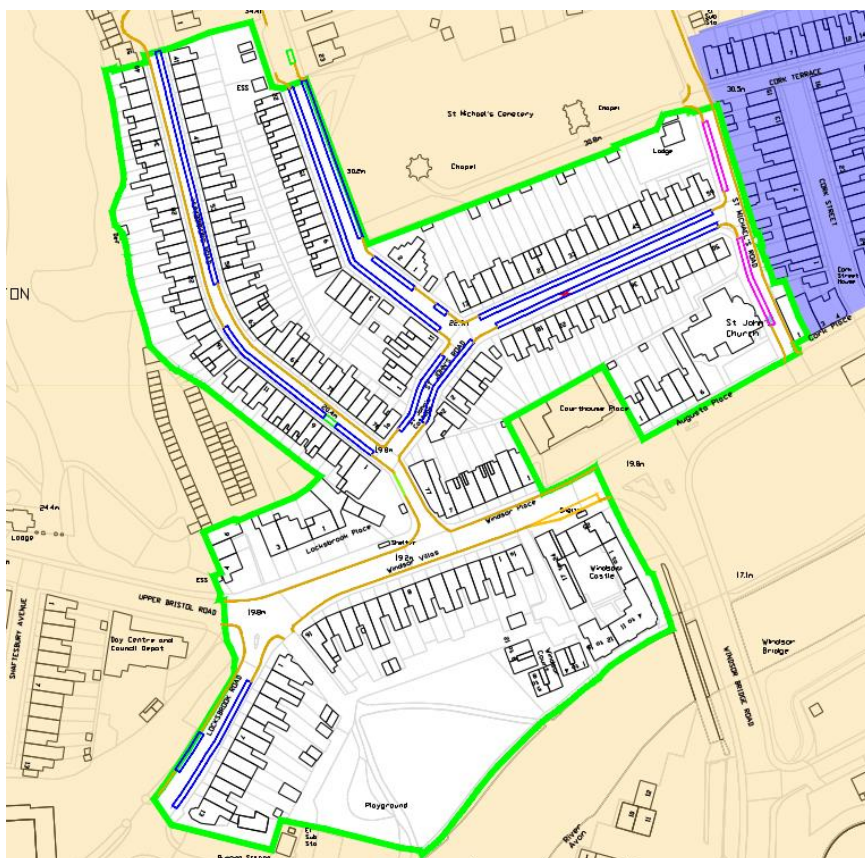
- 1) On the west side of St Michael's Road, change the 3 proposed bays to dual-use, providing non-residents with parking for up to 3 hours, with no return within 1 hour in this location. This dual-use provision was made to accommodate visitors to St Michael's Church, the cemetery, and local businesses off Upper Bristol Road.

Figure 2: St Johns Road redundant disabled parking bay and St Michaels Road redundant car club bay and change to dual-use bays following amendments



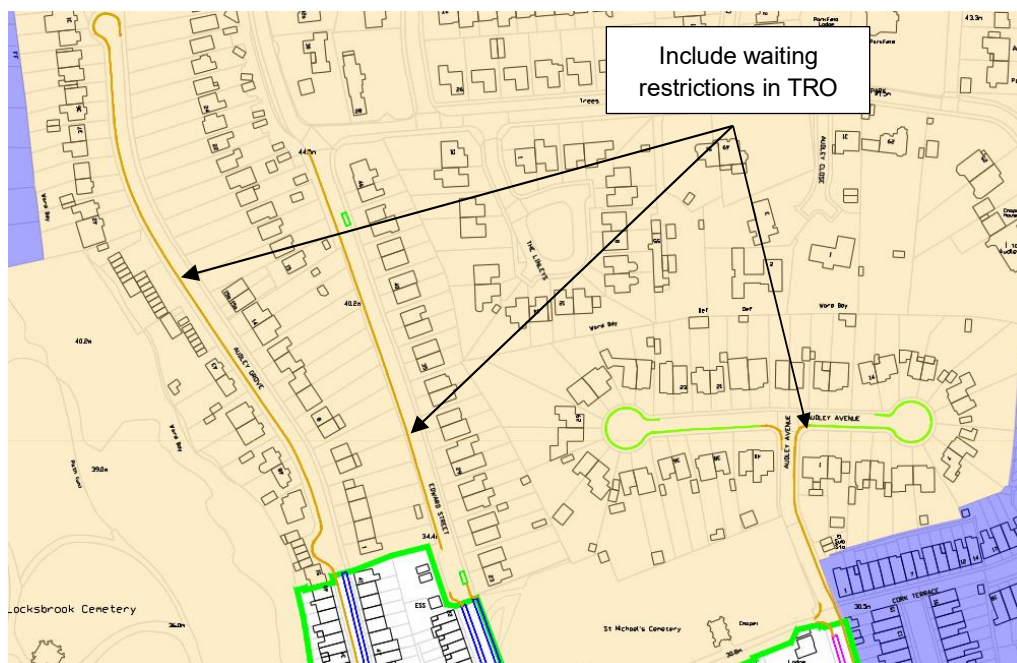
- 2) On St Johns Road outside property 24, remove the road markings associated with the existing advisory disabled bay identified as redundant. The proposed 'Permit Holders Only' parking should be extended through the redundant disabled parking bay, providing an additional space for one vehicle.
- 3) On the west side of St Michael's Road, remove the road markings associated with the car club bay, identified as redundant. The bay should become dual-use, providing non-residents with parking for up to 3 hours, with no return within 1 hour in this location.
- 4) Amendment to the proposed zone boundary to only include the terraced properties in St John's Road, Hungerford Road, Locksbrook Road, part of Edward Street, and part of St Michaels Road.

Figure 3: Revised zone boundary



- 5) Implement proposed 'no waiting at any time' restrictions on Audley Grove, St Michael's Road, and Edward Street (outside of the revised zone) to mitigate inconsiderate parking which could arise through the displacement of vehicles from the proposed zone.

Figure 4: 'No waiting at any time' restrictions proposed outside of RPZ



1.5 Amendments not included in revised proposals

- 1) At the in-person event a resident requested that all parking on Hungerford Road be maintained on the northeast side as per current conditions. The existing parking arrangements and habits can lead to instances where opposing traffic meets on the bend and results in one party having to reverse a considerable distance to enable the other to pass. On occasions vehicles mount the footway to pass each other. Both situations heighten the risk of accident. By changing the current parking arrangements, a passing place with much improved forward visibility can be created.

Figure 5: Edward Street redundant disabled parking bays



- 2) On Edward Street outside property 26, it was suggested that we remove the road markings associated with the existing advisory disabled parking bay (identified as redundant) and change the bay to be Permit Holders Only, providing additional parking for 1 vehicle. This is not valid since this street is no longer in the proposed zone.
- 3) On Edward Street outside property 30, it was suggested that we remove the road markings associated with the existing advisory disabled bay identified as redundant and change the bay to be Permit Holders Only with additional parking for 1 vehicle. This is not valid since this street is no longer in the proposed zone.
- 4) On Edward Street outside property 34, it was suggested that we remove the road markings associated with the existing advisory disabled bay (identified as redundant) and change the bay to become Permit Holders Only with an additional parking for 1 vehicle. This is not valid since this street is no longer in the proposed zone.

1.6 Next Steps

The next steps in the project timeline are as follows:

1. TRO Consultation to commence on 22nd September 2022.
2. Final decision 2nd December 2022.

Should there be a decision to proceed:

1. Orders sealed 8th December 2022.
2. Lining and signing works begin on site 30th January 2023.
3. Operational date, commence enforcement 27th February 2023.

Appendix A Document copies

A.1 Appendix A

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Appendix B Revised proposal plan/s

B.1 Appendix B

